CAP National Operations Center

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CAP National Operations Center

- How Do I Get Missions Approved Through the CAP National Operations Center?
  - What is the basic process?
  - Who does what?
  - How much lead time is necessary?
  - Do I need an OPLAN?
  - Who do I call for help?
  - Who made all these darn rules?

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- How Do I Get Missions Approved Through the CAP National Operations Center?
  - The basic process is:
    - Request
    - Review
    - Coordination
    - Mission Assignment

  - The process is the same no matter what the mission type or who approves.

Request

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- Mission Requests:
  - The customer requests the mission.
    - Should explain what the customer needs.
  - CAP wing enters the mission information in WMIRS.
    - This is how CAP plans to execute the mission.
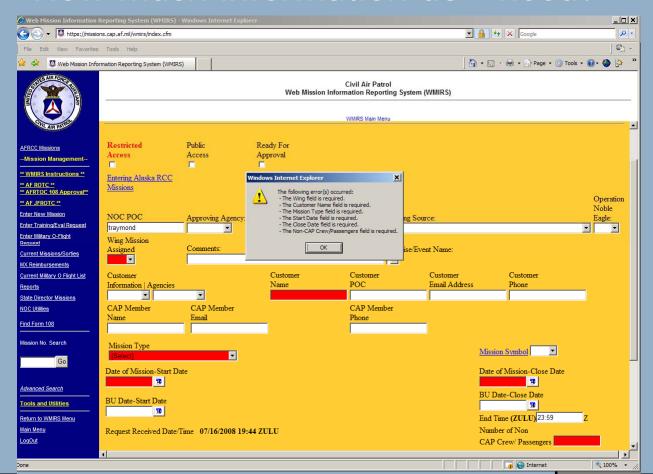   - In most cases, the wing is notified by the customer, but if not the NOC will notify the wing.

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- Customer Request:
  - Must be in writing.
    - The mission process can start with a phone call, but the customer must follow up with a written request for the file.
      - Can be E-Mail (from the agencies E-Mail domain) or Fax (on agency letterhead)
  - What if it is an emergency?
    - Mission approval can be done without a written request, but we need the written request for the file.

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- Entering the Mission Request in WMIRS
  - How much information do I need?

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- Do I need an OPLAN?
  - It depends on the mission and the size of the mission.
    - Disaster Relief – Not usually
    - Counterdrug – YES

- If the NOC has an approved template, use it.
  - These templates only require you to enter your specific information.
  - They are already approved by CAP, CAP-USAF, and 1st AF.
- If you need help, ask!

- How much will it cost?
  - Necessary when billing the customer or working the MIPR process
  - Necessary when CAP is paying.
  - Not necessary for most DR missions (though there is a budget)
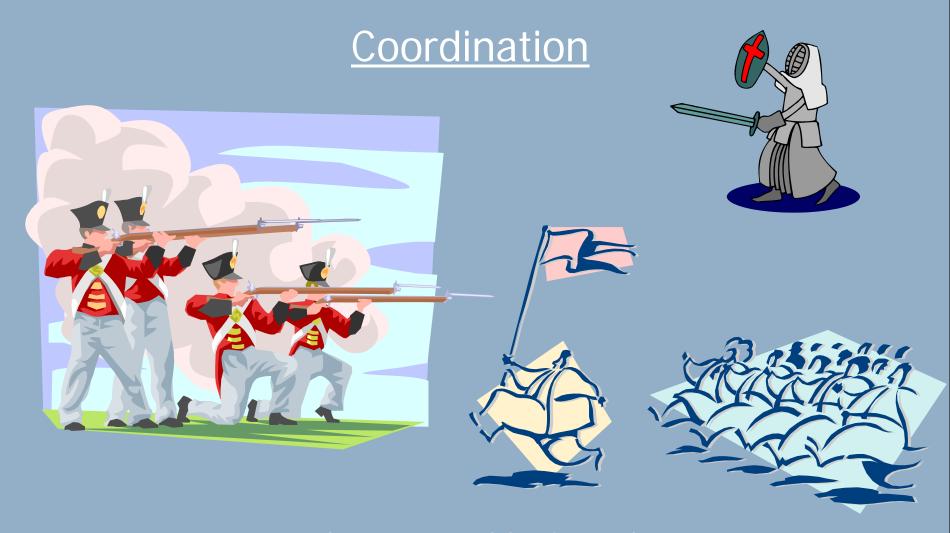
- Who is paying?
  - CAP appropriated funds are limited and primarily for SAR, CD, and Training.
  - Other, non-AF, federal customers must pay for CAP support iaw Economy Act.
  - State & Local agencies should pay for CAP support unless the wing agrees to pay out of their own corporate funds.

Coordination

Not always as peaceful as it sounds!

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- NOC Mission Coordinator reviews:
  - Requests
    - Can this be an AFAM?
    - What mission symbol?
  - OPLANS
    - Forwards to appropriate sections for review
  - Funding
    - If it comes from CAP appropriated mission funds, are there funds available?
    - Coordinate with CAP-USAF for MIPR's and other federal funding. (No flying before MIPR is on the Cooperative Agreement)
  - ATO Cycle (for AFAM's)
  - Are NON-CAP personnel on board?

- NON-CAP Personnel on CAP aircraft
  - Not as easy as you think!
  - Is the NON-CAP person flying as a crew member?
    - » Take off and landing at the same airport
    - » Acting as a member of the crew or given orientation to the mission.
  - If the flight is for transportation, who is paying?
    - » CAP may not charge for transportation
    - » Must be flown from CAP appropriated funds or corporate money. MIPRS, MA, etc. not acceptable!
  - In any case, the pilot should be commercial instrument rated and current.
  - MUST BE APPROVED PRIOR TO FLIGHT iaw CAP regs.
  - These limitations are FAA driven and the PIC will face fines and/or loss of license if violated.

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- OPLANS and/or SPINS (AFAM's)
  - Coordinated with
    - CAP-USAF SD/LR/JA/1st AF LNO
    - 1st AF/JA
    - FAA (if Air Defense Mission or restricted airspace involved).
    - Requesting agency
    - CAP wing

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- Funding through MIPR
  - Customer Request Required
  - OPLAN & Sorties Required
  - RON estimates when required
  - Cost Estimate Required
  - Once all above provided and customer MIPR is received, allow 3 weeks for processing on to the CAP Cooperative Agreement (Grant).
    - NO FLYING PRIOR TO THIS!

Note: request the MIPR be written for the whole fiscal year.

- ATO Cycle
  - Normal cycle is
    - Submit CAP ATO inputs by 0800 on Monday (covers Wed. – Fri.)
    - Submit CAP ATO inputs by 0800 on Thursday (covers Sat. – Tues.)
    - Approvals and Mission Assignments are sent after the 1st AF Focus Brief the following day.
    - Holidays can change the process.
    - Ops Tempo can increase reporting to daily.

- Ready for Approval
  - OPLANS/SPINS approved
  - FAA coordination (if required)
  - CAP-USAF coordination
  - Lawyers think it's wonderful!
  - Funding available

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- Mission is entered on ATO submission with sorties for that cycle to be approved the next day.

- Remaining sorties will be approved in appropriate ATO cycle
  But don't be alarmed. They will get approved in time.

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- ## What's an ATO Input?

QUIZ!

- How many sorties can an aircraft fly at one time?

- How long can an aircraft fly without refueling?

- CAN CAP aircraft refuel in the air?

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- Sorties are only one take off and one full stop landing.

- The same tail number can not be on multiple sorties at the same time.

- These mistakes can pull a mission from the ATO or cause long delays and 1st AF frustration

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- Mission Assignment:
  - Once the mission is approved in WMIRS, an E-Mail is automatically sent to the Wing/CC, POC, State Director, Liaison Region, etc. with the mission number and instructions.

  - Unlike SAR and training, additional flying is not authorized without prior approval!
    - If the customer needs more flights today:
      - CALL THE NOC!
      - Enter the sorties in WMIRS
      - CALL THE NOC!
      - The NOC will send the sortie information to 1st AF for approval

- Who is making all these rules and why?

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- ## FAA
  - NON-CAP personnel and cargo

- ## USAF
  - Requirements for AFAM and use of federally appropriated equipment on corporate missions.

- ## CAP
  - Requirements to meet the above and limit risk to CAP members and property

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- Why?
  - CAP members are our most important asset!
    - In the event of an accident or injury, we want to be sure our members have the best coverage available to them.
    - This comes under AFAM's
      - After the incident is not the time to find out that a detail was missed.
      - Past litigation showed us that we needed better coordination and documentation of our AFAM's.

    - The Air Force never wants to question AFAM's after the fact.

- Benefits
  - On AFAM's CAP is part of the Air Force and we are included in AF sitreps, ATO, etc. to the Pentagon every day.
    - In past, CAP was not on anyone's radar and was "the best kept secret."
    - Today, CAP is on the radar and averages 80% of the 1st AF flying in CONUS.
    - For every new mission we take, someone else gets another idea for using CAP.

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- How do I get my mission approved through the NOC?
  - Know the process
  - Plan ahead
  - Ask for help

CAP National Operations Center

- Contact Information:
  - Phone: 888-211-1812 ext 300
  - E-Mail: opscenter@capnhq.gov
  - Fax: 800-555-7902

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Questions?